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No. 16,706 第六百七十六萬第 一月九日三統宣 HONGKONG, SATURDAY, NOVEMBER 11TH, 1911. 六月一十年一千九百一十九年香港英

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[130-3]

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[1351]

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[1798]

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[134-1]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications shall be accepted in other papers will be inserted.

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## MARRIAGE.

At the Peak Church, Hongkong, on November 10th, FRANCIS WILLIAM O'CONNOR, M.R.C.S., etc., second son of the late F. W. O'Connor, F.R.C.S., Limerick, to ZELLA, last daughter of William Otto, Natal, South Africa. (1343)

## DEATHS.

On October 28th, at Kintiang, ERNEST ATTWILL, of the Imperial Maritime Customs Service, aged 34 years.

On November 3rd, at Shanghai, BARBARA MARY, infant daughter of Margaret and the late Smith Allison, Nanking, aged 7 months.

HONGKONG OFFICE: 10A, DE VILLE ROAD, LONDON OFFICE: 151, FLEET STREET, EC

## The Daily Press.

HONGKONG, NOVEMBER 11TH, 1911.

The insurrection in China has naturally excited keen interest in Japan, the papers to hand being filled with news and comments on the affair. The Japanese correspondents in China have been very busy telegraphing reports—good, bad and indifferent—and there is displayed the same lack of discrimination between reliable and totally untrustworthy statements for which the Japanese correspondent was, erstwhile noted. The principle he seems to go on is to telegraph everything and leave it to the readers to distinguish the false from the true. Turning to the comment on the outbreak, it is noticeable that so far Ministers and high officials have maintained a discreet silence. Japan stands in rather a ticklish position to the neighbouring continent, and words uttered, or put into the mouths of her responsible statesmen, might very well be twisted to imply leaning to one side on the other. The Ministers have, therefore, preferred to

say nothing. Unofficial comments are plentiful, however, and seem generally—there are exceptions—to favour the insurrectionists. Perhaps this is from a purely sentimental standpoint. It is a failing of human nature to side with the weaker as long as it remains the weaker, and fickle natures are fond of changes, whether domestic or political. Undoubtedly Japan would be relieved of a good deal of anxiety if her neighbour were placed on a strong footing so as no longer to form a tempting bait for predatory Powers, although perhaps Japanese statesmen do not altogether see eye to eye on this point. Thus there has been some heart-searching in Japan as to what would happen if the disturbances were unduly protracted and the Powers—including Japan—felt called upon to interfere. Would an attempt be made to prop China up again, or would she be divided up? In the latter event Japan would certainly be in, at the death, since if there is to be any partition she naturally expects a good share. However satisfying to Japan's ambitions, such an adventure on the continent of Asia might be, it is to be earnestly hoped that for her own sake it will never happen. One is irresistibly reminded of the English incursions in France and all the miserable wars and bitter memories they caused. In Korea Japan found a decadent nation, but in China this would be by no means the case. The Chinese under fair conditions tend rather to oust other nations, and if, as is stated, the Japanese stand no chance in competition with the Chinese in Manchuria, they would certainly stand less chance in China proper. The experiment Grey Britain made in India is not one that any other nation would willingly attempt. Thus Japan's proper policy would rather seem to be the maintenance of the integrity of China and resistance to all attempts to infringe on it. From the commercial point of view Japan would find her greatest advantage in a settled, prosperous China, with developing industries and well worked resources. With such a country her trade would prosper, since any superior abilities she possesses would have full scope and find a quick market. Thus, both politically and commercially, a strong China would be greatly to Japan's advantage, but whether the Chinese reformers are better able to achieve that end than the present dynasty is a most question. Insurrections are apt to leave their marks behind them, even more so when they are successful, and it is merely visionary to think that the reformers, however able, can set the wrong right in the twinkling of an eye, or make a new China out of an old one with a miraculous touch of superior wisdom. People who have found it easy to upset one set of rulers are inclined to deal rather more light-heartedly with their successors, which is perhaps one reason why popular movements not seldom end in the establishment of greater despotism. China, emerged from the insurrection, might look forward to some years of unrest, during which time trade and industry would be interrupted, despite the best of motives on the part of the reformers. From all points of view, therefore, it does not seem that Japan has much to gain from a change of a dynasty in China, although she has much to gain from a peaceful development of the country. To many outsiders it has seemed that Japan has for some years been wasting her opportunities. Instead of seeking to gain China's confidence she has been engaged in a series of bickerings which, without bringing her any real profit, have served to embitter relations. A mistake was undoubtedly made in seeking territorial aggrandisement in Manchuria. The Russo-Japanese War had for its object the restraint of Russian aggression on China. Japan deemed, rightly or wrongly, that Russia's advance was a danger to her own independence, and she made a desperate effort to stop that advance. The temptation to acquire rights herself in the territory wrested from Russian control was too great to be resisted, however, and the chance of earning China's sincere friendship was thrown away. On Japan's side it may be pleaded that China's weakness compelled her to adopt her present attitude, if the work she had accomplished was not to be again undone. But it was not impossible for Japan to have made arrangements for joint action with China to effect the end she had in view without estranging her neighbour's feelings. It must be admitted that Japan's course, however unwise, was the course which the majority of governments would have adopted. Japan lost her chance, nevertheless, of becoming the predominant Power in China, and, at one and the same time, erecting a bulwark against foreign aggression in the Far East and deriving greater material advantages than she will ever obtain from the Manchurian adventure. China, however, is now in the throes of an insurrection, and Japan can only stand by with the other Powers to avert the issue.

## THE SITUATION AT CANTON.

Our correspondent writing on Thursday said:

Since 12 noon, when this city was proclaimed to be under Revolutionary rule, there has been no trouble whatever with the Imperialists. There appears to be no Government at all here now and each man is doing what seems good in his own eyes. The prisons have been opened and there are now at least 2,000 criminals loose on the streets and, if the people fear nothing else, the greater fear these. Several pork shops and eating houses have been looted by hungry mobs. I have just come in from that part of Sha-Kei that lies between the French Bridge and the Chinese Post Office. On each side of the way have been erected a large number of gambling stalls and these are crowded with disreputable looking men all risking their money with the greatest eagerness. The streets although at such late hour, are very full, and bands of rowdies, many of them quondam, are parading the thoroughfares. In one barber's shop I saw about twenty men waiting to be dressed of their tails, and the number of those thus op-rated on during the past few hours must be very great. The bridges leading on to Shamian are heavily guarded and the Settlement itself is being patrolled by men from the warships.

## THE LATE VICEROY OF CANTON.

## LUNCHEON AT GOVERNMENT HOUSE.

Mr. Chang Ming Chi, late Viceroy of Canton, arrived in Hongkong on Thursday evening, on board H. M. S. *Handy*, with Mr. Wei Han and Mr. Wei Tsu Ching, looking very ill and worn.

He has taken up his residence in Hongkong for a few days, and his future plans are uncertain. The ex-Viceroy and Mr. Wei Tsu Ching dined with H. E. The Governor yesterday at Government House, together with the Hon. Dr. H. K. Kai, the Hon. Mr. Brown and Mr. Harris, (who acted as interpreter in Mandarin).

Mr. Wei Han was too unwell to accept the invitation.

His Excellency had a long conversation with his guests, and told them that they could be assured of safety and protection during their short stay in a British Colony.

## TO-NIGHT'S CONCERT.

Following is the programme of the concert to be given in the Theatre Royal this evening by the band of the K.O.Y.L.I.:-

1—March... Pomp and Circumstance ... Elgar	2—Song Prologue "Pagliacci" Leoncavallo	3—Overture ... William Tell ... Rossini	4—Song "... For love of you ..." Ernest Newton
MISS Gordon	Mr. H. J. Jones	MISS Gordon	MISS Gordon
(a) Humoreske ... Dvorak	(b) Prelude ... Rachmaninoff	(c) O Sole Mio ... Capua	INTERVAL (10 Minutes).
6—... (a) Largo ... Handel	(b) In the Shadows ... Finzi	7—Allegro Motto (Piano concerto in A minor) ... Grieg	Mr. Dennis Fuller.
8—Suite ... Peer Gynt ... Grieg	9—Song "Promise of Life" ... Cowen	10—Selection ... La Boheme ... Puccini	INTERVAL (5 Minutes).
Minden March ... Regimental March.	Mrs. Gordon	Minden March ... Regimental March.	Mr. Dennis Fuller.
The accompanists will be Mrs. Gordon, Miss Gordon and Mr. Donne.			

## LOCAL SPORT.

## LEAGUE CRICKET

Naval Yard	v.	R.E.	
Police	v.	R.G.A.	
Civil Service	v.	K.O.Y.L.I.	
Other Cricket.			
I.H.K.C.C.	v.	Kowloon	
Craigengower	v.	A.O.C.	
League Football—1st division.			
Naval Yard	v.	H.K.F.C.	
R.E.	v.	Naval Ground	
2nd division.			
87 Co. R.G.A.	v.	Sub-Marines	
Departments	v.	Hongkong Police Corps.	
83 Co. R.G.A.	v.	B.O.C.	
83rd Co. R.G.A.	v.	E.C.	
STEAMS.			
Kowloon r. Hongkong		H.K.C. Club Ground 2,15 p.m.	
TEAMS.			
Kowloon team:—J. H. Mead, Lieut. W. Haggard, Capt. Crawford, W. Weare, R. P. Thirlford, J. P. Robinson, Lieut. N. J. Williams, A. O. Brown, W. T. Elson, A. R. F. Raven, F. J. de Rome.			
H.K.C.C. R. Hancock, H. Hancock, A. C. Fowler, H. R. Makin, D. C. Donnelly, W. Warburton, Colonel Hamilton, C. T. Hoss, D. G. Barnard, E. J. Saunders, C. J. McNulty, C.C.C.—H. H. Taylor, G. A. Hancock, L. A. Rose, J. V. Braga, J. D. Morris, R. Pestonji, R. Phillips, C. Johnstone, S. B. Battilawa, G. Harper and J. Tapp n.			LATER.
H.K.F.C.—Gorgin, Hamilton and McChabie; Moon, Barlow and Wilkie (2); Ford, Hedley, Brown, Wilson and Roberts.			

## BOXING.

## Amateur and professional tournament V.R.C.

## INTERPORT RIFLE MATCH.

The undermentioned have been selected to represent Hongkong in the Interport Shoot at King's Park Range, Kowloon, on Monday, the 13th instant, commencing at 9.30 a.m.

E. Heard	A. Osman
A. Henderson	A. B. West
J. D. Danby	A. Colvert
B. Chapman	J. A. Leadbetter
F. Brown	E. Stewart

The team will be captained by Mr. C. E. Tucker who will also stand as first reserve.

Colonel A. Chapman, Commandant of the Volunteer Corp, Major D. Macdonald, H.K.Y.C. and Captain J. W. Snopp, B.M.L.I., have kindly consented to umpire the match.

## TELEGRAMS.

## [THROUGH REUTER'S AGENCY.]

## THE REICHSTAG AND THE MOROCCO QUESTION.

## EXCITEMENT OVER MR. LLOYD GEORGE'S SPEECH.

## INTENSE BITTERNESS AGAINST ENGLAND.

## LONDON, November 10th.

In the Reichstag, Dr. Behmann-Hollweg, the German Chancellor, declared that the Morocco programme drawn up in May had been carried out fully, without interference from any quarter.

The Kaiser had vigorously supported the programme and had been full of readiness to draw the sword if necessary in defence of Germany's honour. The Chancellor referred to Mr. Lloyd George's speech, and said he made representations to London, through the Ambassador, pointing out that the negotiations with France indirectly touched British interests,

but if Great Britain desired to participate in the discussion Germany expected to be informed through the usual diplomatic channel. He defended the Colonial acquisitions, emphasising that a source of danger with France and Great Britain had been removed. He denied that the Government had retreated before anyone.

Herr Heydebrand (Conservative) said it was questionable whether the acquisitions in the Congo compensated for Germany's ascent to the sacrifice of the independence of Morocco. "Not political understandings,"

he said, "but the trusty German sword will secure us peace. We are ready to use the sword at a given moment." (Up roar.) The German people will not stand post-prandial orations like Lloyd George's. It is the Government's duty to decide the moment for the honour of the German nation."

Herr Bussermann (National Liberal) said when the *Panther* appeared at Agadir there was a wave of rejoicing in Germany. This was kindled into indignation by Mr. Lloyd George's speech. The people were undoubtedly disappointed to learn that

the German Government did not concur-

in the proposed territorial acquisition in Morocco. A firm hand was needed to guide German policy in the present hour of defeat. When the test comes the foreigner would find himself confronted with a United Germany.

Violent speeches were made by Centre, Conservative and National Liberal Deputies denouncing Germany's "purposeless policy in Morocco," and the failure to meet the provocation of Mr. Lloyd George's speech. They denied that the agreement was a step towards a Franco-German rapprochement, and demanded that the Treaty be referred to the Budget Commission for exhaustive examination.

Baron Hertling, of the Centre Party, said the popular displeasure regarding Germany's purposeless Morocco policy since the unhappy demonstration at Tangiers in 1904 was transformed into flaming anger by the speech of Mr. Lloyd George. What had the Chancellor done to meet British provocation? The maintenance of peace would be bought at too great a price if only obtainable by the sacrifice of Germany's position as a world power.

The sitting was adjourned.

The galleries were crowded, the spectators including the Crown Prince, who obtained leave from his regiment.

The *Berliner Tageblatt* states that the Crown Prince made frequent remarks to his entourage approving the utterances of Herr Heydebrand and Baron Hertling.

The debate in the Reichstag was noteworthy for its repeated manifestations of intense bitterness against Great Britain, and indignation at Mr. Lloyd George's speech.

The Chancellor's moderate language was received with occasional laughter, almost derision, and mostly in profound silence.

The *Times*, Berlin correspondent suggests that the party leaders are using the patriotic feeling as a useful cry in view of the forthcoming elections.

"By a happy coincidence the year of Coronation was marked by the first meeting of the Imperial Conference. For the first time representatives of the great Dominions were admitted into full confidence regarding the aims and methods of our foreign policy, and, having surveyed together the strategic aspects of the Empire, we were able to come to a complete agreement concerning the reciprocal parts we were to take in its naval and military defence. The proceedings of the Conference mark a significant advance in the policy of co-operation without centralisation, which is growingly recognised to be the best safeguard of our Imperial unity and strength."

The French Premier, in the Chamber yesterday, urged a speedy ratification of the Franco-German agreement, in order to strengthen the bonds of France in the negotiations with Spain.

## TELEGRAMS.

## [THROUGH REUTER'S AGENCY.]

## A HONGKONG QUESTION IN PARLIAMENT.

## LONDON, November 10th.

In the House of Commons, Mr. Keir Hardie asked a question with reference to apprehensions that a proposed Ordinance regulating

## TELEGRAMS.

DAILY PRESS EXCLUSIVE SERVICE

## THE REVOLUTION

INDISCRIMINATE BUTCHERY  
BY MANCHUS.

SHANGHAI, November 10th.

It is reported from Nanking that the Manchus are butchering men, women and children.

It is estimated that they have slaughtered 1,000 persons.

People are fleeing pell-mell, and are endeavouring to obtain refuge in Shanghai.

[THROUGH REUTER'S AGENCY.]

MILITARY MOVEMENTS AT  
TIENTSIN AND PEKING.

LONDON, November 10th.

General Ching, with 20,000 troops under his command, is outside Tientsin. He has cautioned the Consuls to take precautions fearing Manchu resistance.

The Consuls replied that the troops had better remain outside.

Excitement is growing at Peking. Two thousand Manchus fled after the assassination of General Wu and have entered the city together with 2,300 recruits.

It is estimated that there are altogether 22,500 Manchu troops in Peking whose temper is uncertain.

## NANKING YIELDS BY GOVERNMENT INSTRUCTIONS!

Reuter's Peking correspondent reports that Nanking has yielded to the rebels on instructions from the Government.

## THE DESTRUCTION OF HANKOW

Reuter's correspondent at Hankow reports that two-thirds of the city have been destroyed.

The loss is estimated at ten millions sterling.

Upwards of 400,000 people are homeless and destitute.

[A telegram from Hankow, dated the 4th inst., sent to the N.C. Daily News, via Wuhan, says:—The property of the China Merchants S. N. Co. and of the Japanese shipping companies is gone. Wuchang is being shelled. Several shots fell in the foreign concessions, and the columns of Putterfield & Swire, Duddell & Co., and Litvinoff & Co., were struck. H.M. gunboat Woodcock was slightly damaged. The revolutionaries have retreated to Hengyang.]

## GREAT BRITAIN'S ATTITUDE.

## AN OFFICIAL STATEMENT.

Replying to a question in the House of Commons, Mr. Acland, Under Secretary of State for Foreign Affairs, said the Commander-in-Chief of the China Squadron, before the fall of Shanghai, suggested eventual necessity for landing troops to protect foreign interests. He reported that the German and Japanese Admirals had made a similar suggestion. The Government, however, doubted the present necessity and would continue to restrict action to the protection of British lives and property; and also the lives and property of foreigners where vessels of the nationality concerned were not available.

[FROM "N. C. DAILY NEWS."]

## THE FIGHTING AT HANGCHOW.

HANGCHOW, Nov. 5. The revolutionary soldiers from the camps at the south and north of the city entered at 1 a.m., and began to take possession in real earnest, seizing all the important points, including the Governor's Yamen, which they have burnt to the ground. The Governor is a prisoner, and they say the Tartar General has committed suicide. At present the fighting is going on around the Tartar city, and so far the revolutionaries have not been able to take it, but I think it must fall shortly. There has been practically no bloodshed, and only a very few—some score up to the time of writing—have been brought to Dr. Main's hospital for treatment.

The soldiers are now patrolling the streets, and everything is quiet. The foreigners are all safe. I sent you a wire this morning, but I fear it will not go through, so I am sending this by special messenger. The telegraph and railway, etc., are all in the hands of the revolutionaries. Last night, after the gates were shut, our Consul informed us by telephone that we must send the women and children away, as he had been told by the Commissioner of Foreign Affairs that the officials could not guarantee to protect us.

[The latest news is that the Tartar city has surrendered.—ED.]

## HONGKONG LEGISLATIVE COUNCIL.

## THE DEBATE ON THE ESTIMATES

(Continued from yesterday.)

The COLONIAL TREASURER—Your Excellency, I like to reply to the hon. member who represents the Chamber of Commerce. His chief complaint seems to be that the statement of accounts did not seem to be a proper balance sheet of the Colony from a business point of view. In answer to that, may I say that it is not intended to be such. It is simply intended to be a statement of the situation of various accounts taken by themselves. The general statement of the assets and liabilities of the Colony is, by the Secretary of State's instructions, confined to a cash balance, and is in accordance with the form in use in the Colony for many years, and I am rather surprised at hearing criticism upon it so late in the day. In the matter of details of exchanges quoted by him I have to express a certain amount of regret at a statement being slightly deceiving. Footnotes 2 and 4 are the correct footnotes. Footnotes 1 and 3 to me are obviously in error, arising from the fact that the last £10,000 is taken at 19.

The DIRECTOR OF PUBLIC WORKS—Sir, I will endeavour to reply to some of the points raised by my hon. friend opposite (Hon. Mr. Howett) with regard to public works. In the first place, he referred to the typhoon refuge and complained of the slow rate of progress. I cannot conceive from what quarter he obtained his information, because it is impossible for any one to ascertain what the rate of progress on that work is. It is under water at the present moment, and there is no portion visible. Therefore if he obtained his information from outside sources it must be mere talk without any knowledge of the state of work whatever. I submitted to this Council only a few months ago a diagram on which the progress made was shown, and that diagram showed satisfactory progress at that date. He referred to three years having elapsed since the work began, but the contract was only let for the completion of the work under the contract is five years. In the matter of the Post Office and the Law Courts he confined his remarks to a criticism of the designs. In the case of the Post Office the expedient of obtaining competitive designs was resorted to on the recommendation of some of his unofficial colleagues in bygone years. The recommendations were made so long ago as 1894, and when the site of the building was finally decided upon, the recommendation was adopted and competitive designs were invited. Those designs were submitted to the Public Works Committee and that Committee selected the one executed as the best. Therefore, Sir, no blame attaches to the Government or anyone on this side of the House. With regard to the designs of the new Law Courts he criticised that very severely, and asked who was responsible for it. That building was designed by one of the most eminent architects in England, who among other works excelled the magnificent memorial which has been erected for Queen Victoria in front of Buckingham Palace. I consider him somewhat bold in venturing upon criticism of such an eminent architect, and question his qualifications for undertaking such a task. I am glad to hear his approval of the adding of an additional storey to the Post Office. That also was recommended by his unofficial colleagues on the Public Works Committee when the designs were under consideration. As for the question of letting it, that is a matter of policy I will not deal with in my reply. The Tytan Tuk work, Sir, was the next item, and I am uninterested in the small sum put down in last year's estimate for it. In a work of that nature very extensive preliminary work has to be undertaken before anything can be done towards the execution of the work. When work is begun it is confined to the carrying out of excavations, which is one of the cheapest items of labour involved in it. That, Sir, is the reason why the amount put down is so small. When the work reaches the stage at which it admits of cement concrete being deposited than a much larger amount will be required. The next item to which my hon. friend referred was the question of establishing a park around the fort links at Fankang. That, no doubt, Sir, will receive very careful consideration. It will probably mean displacing a certain quantity of agricultural ground in order to devote it to this purpose, and that matter should receive careful consideration. The dredging of the harbour. I understand the hon. member to say he considered unnecessary. As time goes on and the draught of steamers increases, I presume it will be a common necessity, but at the present time, I agree with him, there is no pressing necessity for it. It is, however, a work which in my opinion will have to be undertaken some day. With regard to the protection of the inlets of drains on the higher levels, that, Sir, is a matter which will be very easily remedied, and I will see that it receives attention. Then, Sir, we come to the charges against the administration of the Public Works Department generally, in which complaints have been made of waste of time and money and many other matters. I think my hon. friend might have confined himself to facts when he was dealing with such matters. He said, if I heard him correctly, that the Law Courts occupied 13 years and the Post Office 10 years.

Mr. HOWETT—About.

The DIRECTOR OF PUBLIC WORKS—As a matter of fact, provision for the Law Courts was first made in the estimates of 1901. I have not beside me at the moment the date on which the contract for the foundations was entered into, but it could not have been before that date. We are in 1911, so the period occupied is somewhere about 11 years, instead of 13 years. In the case of the Post Office the contract for the foundations was let in November, 1905, and the building has been occupied for the past four or five months so the time occupied in its construction was about 7½ years, instead of 10. That is a difference of 25 per cent. In the case of the foundations of the Post Office the ship conveying timber for piles was lost on her way here. Her loss did not become known for some considerable time after it occurred, and some delay was caused in that way which was absolutely unavoidable. The hon. member rather galloped through the list of works of which he complained with regard to delay, and I could not follow him, but another matter to which he alluded was the Elbow-bedas. That work, Sir, was carried out without the interruption of the supply of water to the city for a single hour, and anyone who knows anything of such a matter knows that it requires a great deal of trouble and care to accomplish. The work is not of a nature that could possibly be pushed. He alluded also to the paving of Ice House Street. Unfortunately, we had to depend upon some of his commercial brethren for the supply of the necessary paving blocks. They promised faithfully to supply them by a certain date, but did not fulfil their promise. I think, Sir, these are all the comments I have to make on the statement of the hon. member.

The CAPTAIN-SUPERINTENDENT OF POLICE—Your Excellency, the hon. member representing the Chamber of Commerce referred to traffic. I would like to point out that the whole matter of the regulation of traffic is under the consideration of a committee. I pointed out to the hon. member the great difficulties of the police have to contend against. Some 1,100 rickshaws cost us £3,000 come up to the Central Police Station for licences every Friday, and there are 1,578 chair carriages. We deal with them as well as we can, but we hope for an improvement when the recommendations of the committee come out.

"IS EXCELLENCE"—Gentlemen.—Before I deal with the subject under consideration, it will not do to be of interest to the Council if I inform you of the latest news which has reached me of the abiding events which are occurring on the other side of our frontier. His Majesty's Consul-General has just telephoned to me that at 1 a.m. last night the city of Canton declared itself an adherent of the new party, a declaration in which H. E. The Governor-General concurred in the hope of preventing terrible bloodshed. His Excellency has, however, decided to leave Canton and seek a temporary asylum in Hongkong. It is a British tradition that hospitality is never refused to those who seek in distress, and I have every confidence that the Chinese Community of this Colony, whatever their political sympathies may be, will be glad to afford hospitality to a guest who was lately a high official, who has done his utmost to prevent bloodshed, and has, so far as we can judge, been wonderfully successful in his efforts to this end. There are so many subjects raised on the debate of the annual budget this year that I shall find it exceedingly difficult to deal with them all adequately, even if I make a long speech. But I welcome the criticisms and interest shown in every portion of the budget this year and am grateful for the many suggestions made. I will do my best, in as short a space as possible, to reply to the principal ones, and incidentally I may thank the several hon. members for having informed me roughly of the points they intended to bring forward so that I should know the line they were going to take. My explanations should, in consequence of time limit, be inadequate, I can only say that I am most anxious at any time, either in public or private, to give any additional information which any hon. member may desire. I regretted to have to call to order the first speaker on the subject of the military contribution, but that vote has been excluded specifically from the Bill now before the Council. But we have in the sixth item of the Orders of the Day a Bill dealing with the military contribution, and I thought it would be more convenient for members to confine their remarks on that subject to the discussion on that Bill. The first speaker who, I understand, speaks generally in the name of the whole of the unofficial members, alluded somewhat lengthily to the question of wireless telegraphy. There is no vote on the estimates for that, and I presume it is the omission of a vote that has brought it forward in the debate to-day. I think it would have been premature to have included a vote in the coming year's estimates for wireless telegraphy, but, as I previously informed the Council, the subject is having my most earnest consideration, and I am pressing forward, especially the matter of a high-power station, and, as I told you, I think, not without success. Delay has, however, occurred in consequence of the absence of the Commander-in-Chief, Sir A. Wingate. It is of course absolutely necessary that we should deal in this matter in close co-operation with the Navy, and until his return I am afraid the matter will be somewhat hung up. The estimate which the hon. member gave for the establishment of a station and its annual upkeep was, I may say, generally very much less than what I have so far heard. At the present moment, however, I will only allude to one point, that is, that in discussing this question it is very advisable that we should be clear as to our terms. I am told by naval experts that the terms we have been using, high-power and low-power, are entirely impracticable. The terms as used by the Admiralty are low-power stations, one of normal range (that is, 3,000 to 400 miles), medium-power station (one of 500 to 500 miles), and 1,000 to 1,500 by night, and high-power station (one which is a range of 2,500 miles by night). I have also been told that no high-power station in the world requires messages from any but a high-power station; consequently it is a matter of some consideration whether we require a high-power station or a high and a low-power station. All the matters are very intricate and will affect the policy of the Empire over a large portion of the globe, so this is not a matter which can be run through in any great haste. I come now to the various officials in connection with the question. The hon. member representing the Chamber of Chamber, speaking for the unofficial members in general, said it was the question of establishing a park around the fort links at Fankang. That, Sir, is the reason why the amount put down is so small. When the work reaches the stage at which it admits of cement concrete being deposited than a much larger amount will be required. The next item to which my hon. friend referred was the question of establishing a park around the fort links at Fankang. That, Sir, is the reason why the amount put down is so small. When the work reaches the stage at which it admits of cement concrete being deposited than a much larger amount will be required. 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Secretary.

Hongkong, 10th November, 1911. [1344]

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By Order of the Board of Directors,  
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Secretary.

Hongkong, 10th November, 1911. [1345]

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Hongkong, 11th November, 1911.

## NOTICE.

TODAY, 11th November, 1911, being the BIRTHDAY of H.M. THE KING OF ITALY, the Acting Italian Consul will be AT HOME at the Consulate, Ice House Street, from 11 A.M. to 1 P.M.

Hongkong, 10th November, 1911. [1338]

THE OPERETTA "ALICE IN WONDERLAND," proving an immense success, an extra Matinee will be given in UNION CHURCH HALL, Kennedy Road, TO-DAY (SATURDAY), NOVEMBER 11TH, at 4 P.M.

Admission—Adults \$1, Children 50 cents.

Hongkong, 10th November, 1911. [1339]

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WANTED, Really Good Reliable Variety Acts and Novelties of all Descriptions for the Alhambra Cinematograph Theatre, Singapore. None but the best need apply. Performers wishing to visit India for the Great Durbar Season can have fares to Singapore and two weeks' guaranteed. No Sunday work. For immediate details, Cable Constello, Alhambra, Singapore. When writing send Photos and describe performance.

[1222]

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Hongkong, 24th October, 1911. [1288]

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Hongkong, 6th November, 1911. [1322]

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Hongkong, 7th November, 1911. [1320]

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TO-NIGHT (SATURDAY),

NOVEMBER 11TH, 1911,

AT 9.15 P.M.

BY THE

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Hongkong, 31st October, 1911. [1315]

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Hongkong, 16th October, 1911. [1246]

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TAKEO TAKAMICHI,  
Manager,  
Hongkong, 25th September, 1911. [144]

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A Clergyman

Nervous Collapse, Brain Fag,  
Neuralgia

For getting things done, making things go, the invigorating stimulus of Phosferine cannot be equalled, says the Rev. A. H. Field. Fully aware that as a clergyman he is bound to make sure of the accuracy of his estimation of Phosferine, this gentleman states that, distinct from other cases, he has verified and tested the efficacy of the tonic himself. It was Phosferine, and Phosferine alone, he says, which raised him from the nervous collapse, remedied the brain-fag and neuralgia which held down his efforts and arrested his plans over a lengthy period. Since taking Phosferine he is entirely free from nervous distresses, and can put his whole heart and energies into his work, and indeed, such is his activity that he has roused many helpers to his cause. Experience has taught the Rev. A. H. Field that numbers of people do not realise their languor and half-hearted efforts are due to lack of nerve force, and he believes they will quicker appreciate the efficacy of Phosferine by learning of his own recovery.

## Have No Existence Now.

Rev. A. H. Field, 336, Brettenham Road, Walthamstow, writes: "It gives me much pleasure to testify to the beneficial effects of Phosferine in many cases of nervous disorder, where I have advised the use of your tonic. Some four years ago I myself had a nervous breakdown, and a friend advised Phosferine. I took his advice, and speedily found that I had acted wisely, for the neuralgic pains and the mental weariness soon took flight, and I was thoroughly braced up. Recently some members of my church, at my suggestion, tried the remedy, and were quite satisfied with the beneficial results. I have advised its use now for nearly four years, and in no case has it yet proved a failure. When one thinks of the great number of so-called nerve remedies, it is satisfactory to find at least one upon which reliance can be placed. I wish your Phosferine every success. When preaching away, I have noticed Phosferine finds a place in the village homes."

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Deposit and Current Accounts (31st December, 1910) £76,116,468  
Cash in hand, at call, and at short notice 19,603,260  
Bills of Exchange 8,758,708  
Investments 11,709,417  
Advances and other Securities 43,741,680

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[1130]

## SCIENTIFIC MISCELLANY.

## SIGNAL SERVICE FOR AERONAUTS.

The German proposal to establish a balloon signal service has been given importance by recent fatalities apparently caused by balloon pilots losing their way. By the plan of Iutz suitable localities would be provided with small wireless stations, each sending out its special automatic signal at regular intervals throughout the 24 hours, and such stations could be cheaply kept up in connection with municipal electric lighting plants, no regular attendants being needed. Each station would require an antenna wire to be supported on the chimney or a tall mast. The small amount of power would be used only for a few seconds in every hour or two and the signalling apparatus would be simple, including a rotary interrupter driven by clock-work or electric motor. The balloon would carry only a light telephonic wireless receiver, with a hanging rope covered with copper lace as antenna. To get his bearings, the aeronaut would throw over his antenna and listen at the telephone for the automatic signals, judging of distance by loudness, or, for more accurate estimates, he could add a rheostat to his equipment.

## A NEAR ECLIPSE.

Whether France and Spain will have a total eclipse of the sun on April 17, 1912, is a matter of some doubt. The eclipse will be annular according to some astronomers, but the point of the shadow cone will pass almost exactly at the earth's surface, although one computation is that one point in Spain will be immersed in the shadow six seconds. The disagreement arises from a little uncertainty as to the moon's diameter. M. Landerer concludes that at El Barco the eclipse should be total in a path 180 yards wide, the totality lasting a fifth of a second!

## A FRENCH OZONIZER.

A newly-patented ozone generator, to be placed in an electric circuit, consists of a large glass tube enclosing a smaller one with an annular space between, one electrode fitting closely the inner tube, and the other being a wire wound spirally so as to cover the outer tube.

## A NEW HAIL PREVENTIVE.

In their efforts to aid the vineyards, French meteorologists have lately brought out apparatus for accurately forecasting and registering thunderstorms and for preventing the damaging hail that often accompanies such storms. A "swing-needle coherer," as used in wireless telegraphy, is the extremely sensitive detector of distant electric discharges. To this is added a milliammeter to indicate the electric intensity, and with this combination M. Turpin can detect a storm 30 miles off, and can trace its track as much as 4 or 5 hours before it arrives. A chronograph gives an automatic record on paper of the frequency and variations of the discharges. The hail-preventer is simply an iron rod mounted like a lightning-conductor on a tall building, and it is expected that electric currents sent through a number of these at the right time will prevent the fall of hail. Whether this method is of real value, or as ineffective as the old plan of throwing explosive bombs into the clouds, remains to be proven. The knowledge of the approaching storm is of value at any rate, and makes it easy to test the usefulness of the preventers.

## BELL RINGING EFFECTS.

Those who have feared the destruction of the Leaning Tower of Pisa from the ringing of its bells have been reassured by the investigation of Father Alfani, leading Italian authority on earthquake effects. The five bells were rung singly and in pairs on each storey, and a pencil resting on a continuously rotating drum gave an automatic record of the tower's movements magnified tenfold. The two largest bells—weighing 5,060 and 7,663 pounds, respectively—swung the entire stone structure like a great inverted

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PAINS AFTER  
EATING  
BILIOUSNESS.  
WIND  
HEADACHES  
CONSTIPATION  
SLEEPLESSNESS

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MOTHER  
**SEIGEL'S SYRUP**  
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### REVIEWS.

Across China on Foot: Life in the Interior and the Reform Movement. By EDWIN J. DINGLE. With 107 Illustrations. Bristol: J. W. Arrowsmith, Ltd.; London: Simpkin, Marshall, Hamilton, Kent & Co., Ltd.

This is one of the most entertaining books of travel in China that has been published in recent years. It is certainly the most profusely illustrated, and is in every respect a credit to Mr. Dingle, apart altogether from considerations of the journey he undertook and the hardships he endured. Most of these illustrations are from photographs taken by himself in regions not previously visited by a white man, and they give a better idea than any words can convey of the beauty of the country in Western China. Note that Mr. Dingle is not graphic in his descriptions. On the contrary he has a keen sense of colour and a good eye for a beautiful landscape, and the result is that he paints many a fine picture in picturesque and glowing phrase, written for the most part on the scene he is describing while the full power of its beauty animates his being. What it must have cost him to sit down and write either at the end of a day's toilsome journey amidst the distractions of an inquisitive crowd in a Chinese inn, or during a brief pause of an exhausting ascent of a mountain side, only those who have travelled far from the haunts of civilised man can tell.

Mr. Dingle, who was engaged in business in a Singapore newspaper office in 1908, set out with a companion for Shanghai in the early part of 1909, with the intention of walking across China. Of Saigon, Hongkong and Sheng-hai he does not say much. The trip up the Yangtze to Hankow and Ichang was made, as usual by the river steamers, and so there is no description of well known tracks to weary the reader. It is from Ichang, with the trip through the Yangtze Gorges, that the real interest of the book begins, and we may say, at the outset that from this point onwards till the traveller reaches Peking there is not a dull page in the book. We must confess, without in the least seeking to detract from the worth of Mr. Dingle's judgment on matters of which he could have but a scanty personal knowledge, that we were a trifle disappointed at his tendency to break the continuity of his narrative in order to moralise on things Chinese or to air his own philosophy on civilisation and cognate subjects. Better thought we that he should finish his story first and then give his reflections at the end of the chapter, or in a whole chapter afterwards. For sometimes it was difficult, at any rate in the first book—which deals with his journey as far as Tong-chuan-fu—to take up the thread of the narrative and follow the author's wanderings on foot. But as we progressed through the second book we began to recognise it as the expression of the author's individuality, his style of literary composition in fact, and we were pleased instead of disappointed that he had adopted this style. With a little more attention to his rhetoric Mr. Dingle might well become one of the most graphic writers on travel in the English language. His exuberance of phrase, however, sometimes leads him into a tangle. Hence there is sometimes obscurity of idea. He has a failing for the misuse of words—such as notorious in place of noteworthy, to take one example, and in some instances uses words that are altogether new to us, not justifiably new coinage, but obviously mistakes. He would do well to peruse Sven Hedin's last work as an example of clarity of style combined with graphic force and interesting narrative and purity of diction.

It is hard to say which we admire most—Mr. Dingle's industry in producing such a fascinating volume under so adverse circumstances, or his pluck in continuing his journey through Western China after having his arm broken and lying for weeks at death's door from successive attacks of debilitating malarial fever and dysentery.

He entered China on March 4, 1909, and he came out at Burma on February 14, 1910. From Chungking, where his companion left him, he travelled on foot to Suifu, via Leochow; from Suifu to Chao-tung-fu (*via* Lao-wa-tan); and from Chao-tung-fu to Tong-chuan-fu, where he was nursed back to health by Mr. and Mrs. A. Evans, missionaries, to whom the volume is dedicated in grateful remembrance by Mr. Dingle. In this portion of the book, he gives a description of the Chao-tung Rebellion of 1910 and devotes an interesting chapter to the tribes of North-West Yunnan and mission work among them. It is in this portion of the book that we think Mr. Dingle hazards to express ethnological and other opinions not altogether justified by his brief acquaintance with China and her people.

The second portion of the book, and in our opinion the more interesting portion, shows a maturity of style and improvement that may be attributed to the time Mr. Dingle spent in reflection during his period of convalescence and intercourse with the missionaries. From Tong-chuan-fu he visited Yunnan-fu, Tai-fu, the Mekong Valley, Teng Yueh, and the Salween Valley. His descriptions of scenery are delightfully graphic—he is not without humour in his comments on men and things and in chronicling incidents on the wayside, and some of his remarks on racial characteristics of the peoples in the regions traversed show that he might well take up a closer study of the Western races and produce a valuable work about them.

There are no less than eleven appendices one a very complete itinerary of his travels in tabular form; one on the Tonkin-Yunnan Railway and other schemes, one on the

Hankow Riots of January, 1911, and another on military progress in China. Altogether, as we have already said, the book is one of the most interesting we have seen published for some years, and it should have a ready sale in the Treaty Ports. Mr. Dingle has something to say about Hongkong and the opening up of trade with Western China, a subject we hope to deal with in a subsequent issue.

Love Letters of a Japanese. Edited by G. N. MORTAKE. London: Stanley Paul & Co.

The fact that a second edition of this relation of human emotion has been called for is in itself additional testimony to the old saying that all the world loves a lover. It seems to us that too much has been made of the fact that one of the writers of these letters was a Japanese. Doubtless his tone of the correspondence was to make us realise the Japanese attitude towards certain questions, but, on the whole, that does not weigh very seriously with us. The great essential fact is that these are real love letters in which both the writers have laid bare their souls to each other with scarcely an atom of restraint. They are physiological documents in which one may read, study, watch the development of love, pure, doubtless, but not without a sense of sex as the editor and writer of an introduction would almost have us believe. Pure though they may have remained indeed, neither Morty, Morel nor Kenzo Watanabe were strangers to the promptings of sex. Passion not only prompts but speaks through these pages, just as it has tempered and sweetened the love-letters of men and women since they learnt the art of writing and of putting their feelings to the test of the written word. But it is not often that two lovers are so equally equipped as to be able to express themselves so poetically, with such delicacy, and with such imagery as these two. We find ourselves in perfect agreement with M. C. Stoppes when she writes in the introduction: "It is seldom that a lover is able to express in any degree the feelings that are surging in him; still more seldom that a pair of lovers are both articulate; and most rare of all, that two lovers, from the uttermost ends of the earth, trained in traditions wide as the poles asunder, should not only love comprehensively rather than sexually, but be able to weave between them the tapestry of words in which the thoughts and feelings materialised still palpitate with life." Of the two, we think Morty had the finer nature, the purer most absorbing passion. At times we feel that Watanabe is a trifle artificial, that he is "playing up" to her. This we may believe without attempting to detract from the poetic promptings of his nature or the honesty of his original intentions to make Morty his wife. Towards the end, there is a sign of justifiable impatience, almost of temper, in his letters, while his replies, unsatisfying and unsatisfactory, are not at all surprising to anyone who has even a superficial acquaintance of the Japanese. Her trust was profound, complete. Like most lovers, she had created and gilded an ideal. The disillusionment must have been a moral disappointment to one who loved and idealised with so complete an intensity. One feels that death was a merciful relief, however much one may regret the termination of a young life so full of promise. We are not disposed to regard these letters as a warning to young Englishmen to avoid love entanglements or matrimonial engagements with Japanese men. There may have been some exceptional traits in Watanabe's nature, character, composition—call it what we may—which are not found in men of the Occident, but just as love laughs at locksmiths so it laughs at racial barriers or national distinctions, and we believe it is possible for the East and the West, provided the individuals are of corresponding social standing and mental and intellectual culture (which they are failing to become), to love and wed happily as it is for East and East or West and West. We must not be misundertood as advocating or supporting what are termed as "mixed marriages." What we intend to imply is that when true love comes, nationality is a matter of no consequence. The fault in Watanabe's love was that it was not so intense as Morty's. The physical feeling that enabled him to respond to her letters was tempered by his intellectuality. It is a pity that the letters do not reveal more clearly what made him act as he did, bringing about the breaking of the engagement between the two.

The Accents of the Bostocks. By HAROLD STOREY. London: Stanley Paul & Co. Sound, clean and well-written are all terms that might be applied to Mr. Storey's novel. But it has other merits. There are some well-drawn characters, the love episodes are palatable if not very thrilling, and there is a strain of middle-class philosophy running through the story which will make its appeal to everyday people. And we are all everyday people, though not always ready to admit the appellation. Mrs. Bostock, the type of garrulous, managing busybody, is quite familiar to all of us. She has risen in her own little world, and anxious that her children should do better, like many another, middle-class mother with social aspirations. The heroine of the story is Carry Bostock, a Newham girl, who is courted by three men of different characteristics, is enraged to one of them and marries another. The little tangos into which she gets is just the sort of tango any girl might get into, if she does not sit down and analyse the promptings of her heart before accepting the first offer of marriage that is made to her. How many tragedies might be avoided if young couples refrained from rushing into matrimony until they had more experience of life and especially of men and their manners. Carry, fortunately for herself, has a foil, a widow, the evil spirit, in a mild way, of this middle-class story, and it is due to her that the first engagement is broken off and that the second loves eventually wed.

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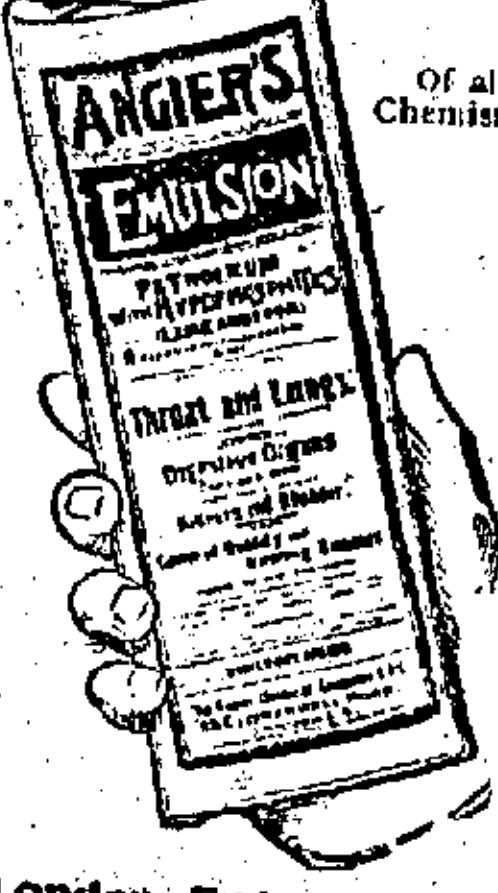
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1911.

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PLAN OF HONGKOW (SHANGHAI) WITH INDEX

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Singapore, November 1, 1911.

MESSRS. EYALL AND EYATT'S LIST.]

Nom. Value Buyers. Sellers

2 Allegar	35 347	
2 Options	3104 189	
1 Anglo-Java	3104 49	
1 Anglo-Jolors	5 9	
2 Anglo-Malay	146 1510	
£1 Anglo-Sumatra	576 676	
1 Ayer Kuning	178 218	
1 Batang	40 468	
2 Batang Malaka	180 24	
1 Batu Caves	200 2226	
1 Batu Tiga	656 718	
1 Beaumont	163 18.9 x div.	
1 Befort Borneo	418 4244	
1 Bukit Kajang	70 80	
1 Bukit Lintang	242 249	
2 Bukit Metjam	200 2256	
2 Bukit Rajah	18 18.2 x div.	
2 Bakit Selangor 1a3 pd.	18 18.2 x div.	
21 Carey United 1a3 pd.	54 89	
1 Castlefield	1026 1154	
2s Cheronesos	341 393	
2s Chimpul	18 18.3	
2s Cicely Ord	285 328	
2s Consol Prof	285 328	
2s Consolidated Malay	136 1410 x div.	
21 Damansara	96 100	
1 Dennis town	219 236	
2s Edinburgh	84 93	
21 Federated Selangor	1726 200x div.	
2s Galang Basar	310 476	
21 Golconde	676 774 x div.	
1 Golden Hope	70 826 x div.	
1 Hojoo	66 781	
1 Harpenden	165 182.6	
2s Illewood	388 442 x div.	
21 Highlands & Lowlands	676 72.6 x div.	
1 Indo Kenneth	1354 150 x div.	
21 Josin	18 18.4	
£1 Johore R. Lands 1a3 pd.	54 108 pm	
1 Juri	118 1356	
21 Kampung Kwantang	9 11 11	
2s Kamunting 1a3 pd.	243 361 pm	
2s Kapur Pava	486 566 x div.	
21 Kapur Pava	12285 1364 x div.	
1 Kepitgallu	843 104	
£1 Kepong	105 1203	
2s Kota Tinggi	189 224	
21 Kuala Lumpur	105 3 116.3	
2s Labu (F.M.S.)	9 9	
1 Landraon	60 66.9	
1 Leedbury 1a3 pd.	50 60	
1 Linggi 1a3 pd.	158 256 pm	
2s Lingzi Ord	3 346	
2s London Asiatic	86 94 x div.	
21 Lunut 1a3 pd.	76 126 pm	
1 Malacca 72 Prof.	1736 1903	
1 Merlimau	184 195	
2s Merlimau	34 311	
2s Merlimau	1 2 1810	
2s Merlimau	30 354	
21 Mount Austin	10 354	
1 N. Hummock 1a3 pd.	576 65 pm	
2s Padang Java	2 26	
2s Pataling	339 373	
2s Pelepas	3 4	
2s Porak	68 18.9	
21 Permas	16 18.9	
2s Port Dickson 1a3 pd.	2 2 pm	
1 R. East of Johore	213 326 408	
2s R. Est of Krian	2 26 210	
21 R. Invest Trust 1a3 pd.	497 65 pm	
1 Sagga	160 208	
1 Sapong	226 226	
1 Seaford	826 91 x div.	
2s Selangor	356 394	
2s Sembilan	263 308	
2s Seremban	576 658	
1 Shiford	4261 4839	
1 Singlaung	376 4246	
2s Singapore 1a3 pd.	3 3.9 x div.	
2s Straits Bartam	54 566	
2s Straits Kubor	90 9246	
2s Sumatra Pana	83 9 x div.	
2s Sungai Choh	60 203	
2s Sungai Kapar	91 1081 x div.	
2s Sungai Krian Prof	25 286	
1 Sungai Krian Prof	61 726	
1 Sungai Salak	889 100	
1 Sungai Way	1 18 pm	
1 Tanjong Malin 1a3 pd.	1 18 pm	
1 Tangkal Prof	16 203	
1 Tebrau	48 539	
2s Tremelby	889 963 x div.	
1 United Sardang	85 939	
1 United Sua Betong	19 226	
2s United Sumatra	6 69 x div.	
2s United Temisang 1a3 pd.	8 88 165 x div.	
2s Val d' Or	1 2 223	
2s Vallambrosa	24 26	
2s Yam Song	731 843	
21 Aler Gajah	\$1 30 140	
10 Ayer Hitam	32.00 35.00	
1 Ayer Kunig	0.60 0.70	
1 Ayer Melek	1.72 1.77	
5 Ayer Pana	4.50 4.80	
1 Balipow	5.75 6.00	
1 Bantik Tinal	10.00 12.00	
1 Bukit K. B.	0.72 0.75	
10 Changkat Sardang	4.75 4.90	
10 Chera, 88 pd.	2.25 3.00 pm	
21 Duff	5.524 5.85	
21 Glenaly	1.45 1.53	
5 Huytor	5.00 6.25	
10 Henrie, 88 pd.	1.50 50.50	
10 Indragiri	6.00 6.50	
1 Jimal	0.25	
5 Koleman, 4 pd.	3.25 2.90	
5 Kempas	1.85 2.05	
5 Lunas	1.00 1.25	
1 Maluka Piala	0.52 0.60	
2 Malukas	1.80 1.90	
5 Martin, 84.25 pd.	1.00 0.30 pm	
5 Merqui	1.35 1.75	
2 New Serendab	1.95 2.00	
5 New Singapore	5.05 5.10	
5 Nyalas	0.25 0.30	
5 Pajam	9.25 9.75	
1 Pantai	0.90 1.00	
10 Pegoh	25.00 25.50 x div.	
10 Pulau Bulang	\$2.50 pd. 150 1.25 dia.	
1 Pangkor	0.50 0.55	
5 Radella	8.80 9.50 x div.	
2 Sandycroft	16.00 17.00 x div.	
2 Singapore & Johore	9.00 9.50	
2 Sungai Bagan	0.78 0.80	
10 St. Helens	15.00	
1 Tambak	0.50 0.52	
5 Teluk Anson	3.85 4.00	
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1 Ulu Pandan	0.48 0.50	

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## REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

**PROPOSED SAILINGS.**

From CALCUTTA: End November.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

Next Departure.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

[1075-17]

THE ANÆMIA OF MALARIA.  
BLEEDLESS, FEVER-STICKEN-MAN IN JAVA.  
REGAINS HEALTH AND STRENGTH THROUGH  
THE EIGHT RED BLOOD SUPPLIED BY  
DR. WILLIAMS' PINK PILLS.

The poisonous germs which are the cause of Malaria prey upon the red corpuscles in the blood, and thus bring about that condition of Anæmia or blood poverty which is one of the most marked characteristics in the cases of persons who have been malarial sufferers for any great length of time. It is by rapidly making new rich, red blood that Dr. Williams' Pink Pills cure Anæmia and restore strength, and the good blood thus formed conquers the Malaria germs, thus curing the patient completely and promptly.

Mr. J. P. C. Bastian, clerk to the Semarang-Joana Stoomtram Maatschappij, at Blora, Java, said:—"It is now two years since I was cured of Malaria and Anæmia by Dr. Williams' Pink Pills, and since then I have not had a single recurrence of my former troubles. Yet so unfeasted was I by ill-health before that for a time I could do no work at all."

Mr. Vernon and Smyth in their weekly report dated November 10th state:—

"The market generally has ruled quiet but

## HONGKONG SHARE MARKET.

Moors, Vernon and Smyth in their weekly report dated November 10th state:—

"The market generally has ruled quiet but fairly steady during the past week, with however, but little business passing. Rubber continues neglected, and without material change in quotations. Fine Hard Pale Rubber has advanced in London to 4/- per lb., the market closing quiet. The Bank of England rate of discount is unchanged at 4 per cent., and the open market rate is now quoted at 3/- per cent. Bar Silver has advanced to 26d. per oz. firm for ready delivery. Exchange closes on London at 1/10d. T.T. and on Shanghai at 75d. T.T.

BANKS—Hongkong and Shanghai have again been sold in small lots at \$890, at which price sellers now predominate. The London rate has declined to \$81 10s.

MANUFACTURERS.—Unions are quiet but steady at \$840, and other stocks in this section are obtainable to a limited extent at last quotations.

FREE INSURANCES.—Small sales of China have been put through at \$126, and of Hongkong at \$125, market closing with sellers of the former at \$126, and of the latter at \$120.

SHIPPING—Hongkong, Canton and Macao are a fine market with small sales and buyers at \$262. Indo-Chinese, Douglass, and China and Manilla are neglected at quotations and without business. Star Ferry (old) have been sold at \$27, and more are wanted. The new shares at \$17 do not attract attention. Shell Transports have strengthened and can now be placed at \$4.

REFINERS.—China Sugars are quiet with probable sellers at \$120. Luxon have again been done at \$30 and close firm.

MINING—Baras have suffered a decline, owing probably to the reduced crushing for October, and are now to be obtained at \$47. Chinese Engineering and Charbonnages are unchanged and without local business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are quiet with probable sellers at \$49. Hongkong and Kowloon Wharves are firm with buyers at \$49 and no sellers under \$50. New Amoy Docks have been done at \$6 and there are further buyers at this rate. Shanghai Docks are quoted at \$59, and Shanghai and Hongkong Wharves at \$59.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been booked at \$104 and \$104½, market closing with sellers at \$105. Kowloon Lands and West Points continue in request, and can now be placed at the advanced rates of \$22½ and \$24½ respectively. Humphreys Estates have sold and have sellers at \$7½. Shanghai Lands are easier with probable sellers in the North at \$15.

COTTON MILLS—Hongkongs have declined to \$4 25 and Lou Kung Mow to \$10, but otherwise quotations are unchanged, and no local business is reported.

MISCELLANEOUS.—Green Islands have declined to \$4, but at \$385 there are buyers. Loss after sales at \$165, \$170 and \$175 are in further request of the latter rate. Watsons have been booked at \$5½ and Steam Fisheries at \$1 1/2. Langkata after declining in the North to \$1 1/2 recovered rapidly to \$1 7½ with buyers, but are again easier with sellers at \$1 6½.

RUBBERS, ETC.—The following closing quotations (middle price) were received from London by wire to day:—

United Sordans ..... 90/-

Hatu Tiges ..... 63 3/4

Sapongos ..... 25/-

Iledburys ..... 53 3/4

London Asiatics ..... 8 3/4

London Ventures ..... 1 1/2

Linggria ..... 3 1/2

E. and T. Trusts ..... 2 1/2 discount

Shells, Transport "bearers" ..... 63 3/4

Tromoh (Tin) Mines ..... 94 1/2

Hongkong Electric Trams ..... 3/-

Indo-Chinas (combined) ..... 100/-



"I always felt depressed and exhausted, suffered greatly from pains in the stomach as from the usual symptoms of bloodlessness and Malaria, and had no appetite whatever. During the whole period of my sickness—about a year and a half—I was trying one remedy after another, yet I continued to get worse instead of better. But only after a few bottles of Dr. Williams' Pink Pills for Pale People I felt that my ailments had considerably diminished, and so I continued taking them until I was completely restored to health. I recommend every day Dr. Williams' Pink Pills."

Every day Dr. Williams' Pills are curing people of Anæmia, Malaria, Rheumatism, Indigestion, Debility, Palpitations, Neuralgia, Headaches and Nervous Disorders; also the aches and ills of the weaker sex. Of dealers, or direct from the Dr. Williams' Medicine Co. 84, Shekuen Road, Shanghai, 1 bottle for \$1.50, 6 bottles for \$8, post free. Remember, the pills that cure are Dr. Williams' Pink Pills for Pale People."

A warranted cure, for all acquired or constitutional Disease from the Urinary Organs in either sex. These famous Pills cure Gravel, Pain in the Back, and Kidney Diseases. Free from mercury. Forty years' success. Sold by all Chemists and Druggists throughout the world.

Clarke's B. 41. PILLS.

AND

S. TENYO MARU ..... 21,000 tons.

S. CHIYO MARU ..... 21,000 tons.

S. SHINYO MARU ..... 21,000 tons.

AND

S.S. NIPPON MARU ..... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, croquet, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ..... 21,000 tons.

S.S. CHIYO MARU ..... 21,000 tons.

S.S. SHINYO MARU ..... 21,000 tons.

AND

S.S. NIPPON MARU ..... 11,

## SHIPPING

## ARRIVALS

ARCADIA, British str., 3,513 S. Barcham, 10th Nov.—Shanghai 7th November, Mails and General—P. & O. S. N. Co.  
TORNEO, German str., 1,344 F. Sembil, 10th Nov.—Sandakan 4th November, General Timber—Molchers & Co.  
CHORING, German str., 1,024 T. Kruhl, 10th Nov.—Bangkok 4th Nov., General and Rice—Butterfield & Swire.  
OMKE RUCKMERS, German str., 2,657 Geo. Steineke, 10th Nov.—Vladivostok 2nd Nov., Beans—Mitsui Co.  
HARMIN, British str., 647 A. H. Stewart, 10th Nov.—Swatow 9th Nov., General—Douglas, Lapnak & Co.  
INDRAWADI, British str., 3,936 Wm. Charlton, 10th Nov.—New York and Singapore 3rd Nov., General—Showan, Tomes & Co.  
KAIFONG, British str., 987 J. V. Sidford, 10th Nov.—Iloilo, Cebu and Manila 7th Nov., General—Butterfield & Swire.  
MARIE, German str., 1,169 Schalkow, 10th Nov.—Sojou 5th Nov., General—Johnson & Co.  
SOSCIA MARU, Japanese str., 1,119 K. Sugawara, 10th Nov.—Amoy via Swatow 4th Nov., General—Osaka Shosen Kaisha.  
TJILIWONG, Dutch str., 2,600 J. B. V. Damme 10th Nov.—Koh 2nd Nov., General—Java-China-Japan Line.  
TRUROGAN MAEJU, Japanese str., 2,557 S. Watanabe, 9th Nov.—Mikko 4th November, Coal—Mitsui Bussan Kaisha.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.  
10th November.  
Arcadia, British str., for Europe, &c.  
Capri, Italian str., for Singapore.  
Indrawadi, British str., for Shanghai.  
St. Albans, British str., for Australia.  
Tjiluwong, Dutch str., for Swatow.  
Trinomia, German str., for Haiphong.  
Yuenlong, British str., for Manila.

## DEPARTURES

10th November.  
Delta, British str., for Shanghai.  
Haian, British str., for Swatow.  
JINREN MAU, Japanese str., for Shanghai.  
NAMSUNG, British str., for Shanghai.  
SAMSEN, German str., for Bangkok.  
SIBERIA, American str., for San Francisco.  
SUNGKHA, British str., for Hoio.  
YATIRO, American str., for Manila.

## VESSELS EXPECTED

## THE AMERICAN MAIL.

The P. M. S. Co. str. *Mongolia* from San Francisco was dispatched from Yokohama on the 4th inst. en route to Hongkong, and is due to arrive at Hongkong on the 7th inst.

The T.K.K. str. *Choya Maru* sailed from Honolulu on the 31st ult. for Hongkong, and is due to arrive at this port on or about the 21st inst.

The P. M. S. Co. str. *Mongolia* sailed from San Francisco on the 7th instant for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 8th prox.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Yap on the 5th inst. at 9 a.m., and may be expected here on or about the 13th inst.

The E. & A. str. *Pastor* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian line) left Sydney for this port via ports on the 1st inst. and is expected here on the 20th inst.

## THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Kobe at 3.30 p.m. on the 9th inst., and left again at midnight same day for Shanghai, where she is due to arrive at 4 a.m. on the 13th inst.

## THE INDIAN MAIL.

The Indo China str. *Lanwei* left Calcutta for the Straits and Hongkong on the 27th ult., and is due here on or about the 15th inst.

## MERCHANT STEAMERS.

The H.A. Line str. *Sachsen* left Shanghai on the 8th inst. a.m., and may be expected here to day a.m.

The Bank Line str. *Otric* from Vancouver arrived at Yokohama on the 1st inst. en route to Hongkong, and is due here on or about the 14th instant.

The L.G.M. str. *Roon* left Colombo on the 5th inst. a.m., and may be expected here on or about the 16th inst. a.m.

The American & Mercantile Line steamer *Kanzer* left Salang on the 7th instant at mid-night, and is due here on or about the 16th inst. a.m.

The O.S.K. str. *Scatle More* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The T.K.K. str. *Hongkong Maru* sailed from Honolulu on the 25th ultime for Hongkong, and is expected to arrive at this port on or about the 27th inst.

The Olof Wijk & Co. str. *Ceylon* left Port Said on the 6th inst., and is expected to arrive here on or about the 2nd prox.

The str. *Glenroy* passed the Suez Canal on the 7th inst., and is due here on or about the 7th prox.

## VESSELS ON THE BERTH

## HONGKONG—BOSTON &amp; NEW YORK.



## AMERICAN ASIATIC S.S. CO.

For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRAMAYO," ... About 30th Nov., For freight and further information apply to—  
SHEWAN, TOME'S & CO.  
General Agents.  
Hongkong, 7th November, 1911. [1330]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

THE Steamship  
"AFGHAN PRINCE,"  
Capt. Prince, will be despatched for the above Ports on SATURDAY, the 9th December.  
For Freight and Passage, apply to  
ARNHOLD, KARBERG & CO.  
General Agents.  
Hongkong, 10th November, 1911. [1340]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a" nearest Hongkong "b" midway between Hongkong and Kowloon "c" and those vessels berthed at the Kowloon Wharf "d" together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION:	VESSEL'S NAMES:	FLAG & CO.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP...	FLINTSHIRE	Brit. str.	—	G. C. Candy	JARDINE, MATTHEWS & CO., LTD.	About 11th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	To-day, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	MALTA	Brit. str.	k. w.	G. M. Montford, R.N.B.	P. & O. S. N. Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SAOSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINER	To-morrow.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Luning	HAMBURG-AMERICA LINER	On 16th inst.
ST. O'ONIA	ST. O'ONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINER	On 6th Dec.
F. BIELEFELS	F. BIELEFELS	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERICA LINER	On 23rd inst.
SLAVONIA	SLAVONIA	Ger. str.	k. w.	Salmer	HAMBURG-AMERICA LINER	On 7th Dec.
ATSUWA MARU	ATSUWA MARU	Jap. str.	k. w.	Wm. Thompson	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
HITACHI MARU	HITACHI MARU	Jap. str.	k. w.	T. Yamawaki	NIPPON YUSEN KAISHA	On 6th Dec., at D'light
PANAMA MARU	PANAMA MARU	Jap. str.	k. w.	...	OSAKA SHOSEN KAISHA	On 14th inst., at 11 A.M.
SEATTLE MARU	SEATTLE MARU	Jap. str.	k. w.	...	OSAKA SHOSEN KAISHA	On 29th inst., at 11 A.M.
INABA MARU	INABA MARU	Jap. str.	k. w.	...	NISSHO YUSEN KAISHA	On 5th Dec., at Noon.
YORK	YORK	Ger. str.	k. w.	...	NISSHO YUSEN KAISHA	On 15th inst., at Noon.
CHINA	CHINA	Ger. str.	k. w.	...	NISSHO YUSEN KAISHA	On 23rd inst.
VANDALIA	VANDALIA	Brit. str.	k. w.	...	NISSHO YUSEN KAISHA	On 16th inst.
ERROLL	ERROLL	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 30th inst.
INDRAMAYO	INDRAMAYO	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 21st inst.
AFGHAN PRINCE	AFGHAN PRINCE	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 9th Dec.
STRAETHIEN	STRAETHIEN	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 21st inst.
STRAETHYLON	STRAETHYLON	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 1st inst.
EMPEROR OF JAPAN	EMPEROR OF JAPAN	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 2nd inst.
MONTEAGLE	MONTEAGLE	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 30th Dec., at Noon.
CHIYODA	CHIYODA	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 17th Dec., at 10 A.M.
MANCHURIA	MANCHURIA	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 25th Dec., at 1 P.M.
CHIYODA MARU	CHIYODA MARU	Jap. str.	k. w.	...	NISSHO YUSEN KAISHA	On 13th Dec., at Noon.
ST. ALBANS	ST. ALBANS	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 14th Dec., at 10 A.M.
YAWATA MARU	YAWATA MARU	Jap. str.	k. w.	...	NISSHO YUSEN KAISHA	On 23rd inst., at 11 A.M.
COBLENZ	COBLENZ	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 22nd inst., at Noon.
KITANO MARU	KITANO MARU	Jap. str.	k. w.	...	NISSHO YUSEN KAISHA	On 28th inst.
NIKKO MARU	NIKKO MARU	Jap. str.	k. w.	...	NISSHO YUSEN KAISHA	On 2nd Dec., at Noon.
TSUKINI	TSUKINI	Dut. str.	k. w.	...	NISSHO YUSEN KAISHA	On 29th inst., at 1 P.M.
KUREHICHO	KUREHICHO	Brit. str.	k. w.	...	NISSHO YUSEN KAISHA	On 1st Dec., at Noon.
CHIASHING	CHIASHING	Brit. str.	k. w.	...	NISSHO YUSEN KAISHA	To-day.
TIENSIN	TIENSIN	Brit. str.	k. w.	...	NISSHO YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI	SHANGHAI	Brit. str.	k. w.	...	NISSHO YUSEN KAISHA	On 2nd Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 13th Dec., at Noon.
SHANGHAI	SHANGHAI	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 14th Dec., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI, KOBE & YOKOHAMA	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 23rd inst., at 11 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 22nd inst., at Noon.
SHANGHAI, MOJI & KOBE	SHANGHAI, MOJI & KOBE	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SHANGHAI, YOKOHAMA, KOBE & MOJI	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 14th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 14th inst., at Noon.
TAMSIU	TAMSIU	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	To-day.
VIA SWATOW & AMOY	VIA SWATOW & AMOY	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 14th inst., at 10 A.M.
AMPING	AMPING	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 15th inst., at 10 A.M.
SWATOW	SWATOW	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 18th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	SWATOW, AMOY & FOOCHOW	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 19th inst., at 10 A.M.
MANILA	MANILA	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 19th inst., at 11 A.M.
CEBU & ILOILO	CEBU & ILOILO	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 20th inst., at 10 A.M.
MANILA, CEBU & ILOILO	MANILA, CEBU & ILOILO	Am. str.	k. w.	...	NISSHO YUSEN KAISHA	On 20th inst., at 4 P.M.
YALIWONG	YALIWONG	Dut. str.	k. w.	...	NISSHO YUSEN KAISHA	On 20th inst., at 4 P.M.
CAPRI	CAPRI	Ital. str.	k. w.	...	NISSHO YUSEN KAISHA	On 21st inst., at 4 P.M.
TOONA MARU	TOONA MARU	Jap. str.	k. w.	...	NISSHO YUSEN KAISHA	On 28th inst.
FOOKANG	FOOKANG					

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS <i>ARCADIA</i> ...	Noon,	{ See Special or Call Capt. S. Darcham, 11th Nov. } Advertisement
LONDON AND ANTWERP, SINGAPORE, PE-MALTA, NANG, COLOMBO, PORT SAID and MARSEILLES	About 15th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE, BANCA and YOKOHAMA	About 21st Nov.	Freight only
For Further Particulars apply to E. A. HEWETT, Hongkong, 11th November, 1911.	Superintendent.	[1]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS	TO SAIL
SHANGHAI ... "ANHUI"	On 11th Nov., M'night.
MANILA, CEBU and ILOILO ... "KAIFONG"	On 14th Nov., 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSA ... "KUBICHOW"	On 14th Nov., 4 P.M.
SHANGHAI ... "CHENAN"	On 16th Nov., 4 P.M.
SHANGHAI ... "LINAN"	On 18th Nov., M'night.
MANILA, CEBU and ILOILO ... "TAMING"	On 21st Nov., 4 P.M.
S.S. "LINTAN" and S.S. "SANUL"	DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung. TELEPHONE 36

REDUCED FARES:—SINGLE \$45..... RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE,  
Hongkong, 11th November, 1911.

AGENTS. [10]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR STEAMERS	TO SAIL
MANILA ... "YUENSANG"	Saturday, 11th Nov., 2 p.m.
SINGAPORE, PENANG & CALCUTTA "FOOKSANG"	Monday, 13th Nov., Noon.
TIENTSA ... "CHIPSHING"	Tuesday, 14th Nov., Noon.
SHANGHAI ... "KWONGSANG"	Tuesday, 14th Nov., Noon.
SHANGHAI ... "CHOYSANG"	Friday, 17th Nov., Noon.
MANILA ... "LOONGSANG"	Saturday, 18th Nov., 2 p.m.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANO," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Ports, Tsingtao, Weihaiwei, Chefoo Tientsin and Nanking.

Telephone No. 915, Sub. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS, Hongkong, 11th November, 1911.

[15]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA: FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. SACHSEN ... 12th Nov. FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. "ARCADIA" ... 16th Nov.

S.S. SCANDIA ... 18th Nov. SS. DORTMUND ... 5th Dec. SS. SFEGORIA ... 14th Dec. SS. SILESIA ... 27th Dec. SS. AMERICA ... 10th Jan. SS. GOLDENFELS ... 24th Jan.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 9th November, 1911.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING.

"HAICHING" ... Capt. W. C. Passmore ... TUESDAY, 14th Nov., at 11 A.M. "HAIYAN" ... Capt. J. W. Evans ... SATURDAY, 18th Nov., at 2 P.M.

\* The S.S. "HAIYAN" will not call at Swatow on outward trip.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 12th Nov., at 10 A.M. STEAMERS will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, LA PRAIK & CO., GENERAL MANAGERS.

Hongkong, 11th November, 1911.

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**TOYO KISEN KAISHA.**

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912.

+ Triple Screw, turbine engines. Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILLAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	W. W. Greene	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,900	A. G. Stevens	TUESDAY, 18th Dec., at Noon 1912.
BUYO MARU	10,500	E. Bent	TUESDAY, 25th Dec., at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICO, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0
VALPARAISO	£57.00

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20.00
SAN FRANCISCO	£25.00
CHICAGO	£35.00
NEW YORK	£40.00
LONDON VIA NEW YORK	£45.00

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.s. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Scows. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South-American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier),

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**PENINSULAR & ORIENTAL**

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS